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## RAILROAD EQUIPMENT PRODUCTION UP; NEW EQUIPMENT INTRODUCED

**RAILROAD CAR OUTPUT INCREASES --** Gudek, No 93, 5 Aug 49

Ten plants of the Ministry of Transport Machine Building are producing rolling stock for the USSR railroad network. Output of passenger cars during the first half of 1949 increased almost 100 percent in comparison with the first half of 1948. The Kalinin Plant has improved the construction of a four-axle freight car and raised its capacity. The first lot of all-metal refrigerator cars designed by engineer Kleyemenov has been built.

The Plant imeni Yegorov and the Lianozovskiy Plant are producing all-metal passenger cars of an improved design, hundreds of which are already in use.

ELECTRIC LOCOMOTIVE OUTPUT DOUBLES -- Gudek, No 93, 5 Aug 49

During the first half of 1949, the output of electric locomotives rose more than 100 percent in comparison with the corresponding period of 1948.

The Novocherkassk Plant of the Ministry of Electrical Industry is producing the VL-22m electric locomotive. The plant has also designed a new electric locomotive which will have eight driving axles and eight motors, instead of six. The capacity of this locomotive will be an estimated 75 percent greater than that of the VL-22m locomotive.

The Riga Transport-Machine-Building Plant increased its production of electric motorized units for suburban railroad lines almost 100 percent during the first half of 1949 in comparison with the first half of 1948.

23

**SECRET**

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**SECRET**

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SECRET

50X1-HUM

**RAILROADS RECEIVE MORE EQUIPMENT -- Gudok, No 93, 5 Aug 49**

During the first half of 1949, expenditures for equipment and machinery for USSR railroads almost equalled those of all of 1946. In comparison with the first half of 1948, USSR railroads received during the first half of 1949 almost 100 percent more electric power stations and mobile steam engines and 50 percent more metal-cutting and automatic machines.

During the first half of 1949, the Main Administration of Material and Technical Supply of the Ministry of Transportation received 35 percent more rolled iron than during the corresponding period of 1948.

During the fourth quarter of 1948, the Kuznetsk Combine began the production of 50-kilogram rails designed for increased loads. The length of service of these rails will be an estimated 150 percent that of the type 3-A rail.

**NEW FREIGHT LOCOMOTIVE PRODUCED -- Gudok, No 94, 7 Aug 49**

The Ulan-Ude Locomotive and Car Repair Plant of the Ministry of Transportation has produced a new freight locomotive having a 2-10-4 wheel arrangement, an automatic stoker, a pneumatic reverse, and centralized lubrication of journal bearings from a pressure lubricator. The device for shaking the fire-grate bars, the whistle, and the drain-cock valves have been made pneumatic. The boiler is welded rather than riveted, and the cylinders are monoblocks cast from steel together with the front boiler support. The steam superheater has six turbines and is single-cut, which gives a large cross-section area, with the result that exhaust steam in the elements will be negligible. The circulators of the boiler have been made transverse (according to the Pirin system), insuring good circulation and lengthening the boiler's service, inasmuch as the pipes are placed in the most accessible places, on a level with the seventh and eighth rows of boiler tubes. This prevents distortion in the water gauges when the boiler is under forced draft.

The Ulan-Ude Plant has designed a soot-blower which works with saturated steam. The plant has also developed a device for sweeping sand from the rails: a water pipe runs to the last coupled wheels, which have an enlarged diameter and tires widened up to 90 millimeters. The tires are of a light type but have increased hardness and durability.

The locomotive is equipped with a water preheater designed in the Bryansk Locomotive-Building Plant. This device consists of a centrifugal turbine pump placed on the frame beneath the cab, a mixing chamber placed on the smokestack, and a steam pump which delivers the water to the front part of the boiler.

The Bryansk Plant has also produced a six-axle frameless tender with an increased capacity. It is mounted on two trucks having stamped frames and axles mounted on roller bearings.

A model of the new locomotive, No 23-001, has arrived in Moscow, and will undergo operational, road, and other tests.

**NEW CAR STOP DEvised -- Gudok, No 93, 5 Aug 49**

Workers of the Omsk Marshalling Station have designed a car stop to replace the one now in use, which often becomes wedged under the car's wheels and requires a shunting locomotive to move the car off it. The new stop is an ordinary stop, to the slide of which a special wedge 10 centimeters long and 1.5 centimeters high is welded 5 centimeters from the toe.

- 2 -

SECRET

**SECRET**

**SECRET**

SECRET

50X1-HUM

LOCOMOTIVE PLANT SPEEDS UP ASSEMBLY OPERATIONS -- Pravda Ukrainy, No 169,  
20 Jul 49

The Voroshilovgrad Order of Lenin Locomotive-Building Plant imeni Oktyabr'skaya Revolyutsiya is making great technical progress. This has led to its exceeding the half-year gross and commodity production plans and making a gain of one-third over gross production during the corresponding period of 1948. Labor productivity is 4.3 percent above plan and 20 percent greater than last year. The plant has released 16 million rubles by accelerating the turnover of working capital, thus accomplishing in 6 months what was planned for the entire year of 1949.

One of the plant's primary tasks is to shorten the assembly time for locomotives. During the first half of 1949, the assembly time for locomotives was shortened from 424 hours to 237 hours; that is, it has been decreased to the prewar level. This has been achieved by establishing interchangeability of parts and joints, maximum parity of assembly operations, combination of separate operations, and mechanization of manual labor. The plant is striving to lower assembly time another 57 hours by the end of the year.

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- 3 -

SECRET

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